

Shipping

HAWAII SUGAR IN STORMY VOYAGE SUFFERED LITTLE DAMAGE

For six days, during a stormy passage from Honolulu, Hawaii, to San Francisco, a combination of gales and tremendous seas gravely threatened to cause much damage to the gallant American schooner Defender, with considerable loss of a valuable shipment of sugar.

Sailing from Honolulu on October 4, the schooner finally reached the coast only after having gone through weather that tried the patience and skill of Captain Ericson, who finally got his vessel to the refinery with 11,855 sacks of sugar intact.

The Defender encountered light winds for the first ten days of its trip from Honolulu. Then came a succession of southeasterly gales which lasted for six days. On October 23, the vessel attained a velocity of 30 miles an hour. The sparker, jib, and stayall were blown away, everything movable was washed from the deck and considerable damage was done by the seas that swept repeatedly clear over the ship.

According to reports received at Honolulu yesterday the damage done the Defender is rated as nominal, and repair to the vessel will be made there before the vessel proceeds to the northwest to take on lumber. The winds prevailing at the time are said to have maintained the velocity of a hurricane.

Steamship Magnate returns to New Zealand.

Sir James Mills was the distinguished passenger that joined the Canadian-Australian liner Marama at Honolulu, the liner sailing for the Colon shortly after ten o'clock last evening.

The British steamship magnate, while remaining non-committal while regarding the effect of the Panama Canal on Pacific Coast and trans-Pacific shipping, admitted that the great waterway soon to be opened by American industry is a topic of intense interest throughout Great Britain and the continent.

During the stay of Sir James Mills at the coast he is credited with expressing his determination that he contemplated improving the Union line out of San Francisco. He found difficulties in purchasing new ships in England, however, because of the congestion of the yards and the labor troubles. When better opportunities were offered Sir James said that new ships would be purchased and placed in service.

Sir James is returning to New Zealand, and while a visitor at Honolulu was shown many courtesies and visited interesting points about the island.

Captain Rolis is now master of the Marama, relieving H. A. Morrissey. Captain Rolis made his first appearance at the port as the skipper of the Marama, by hovering well up the three mile limit to the harbor, much to the surprise of the port officials and pilots.

The vessel was brought to a berth at Alakea wharf late in the afternoon, and following the discharge of less than one hundred tons cargo, and the loading of several hundred tons coal, the liner was dispatched for Suva, Auckland and Sydney at ten o'clock.

The liner was well filled with through passengers, night cabin and second class passengers joined the vessel at Honolulu.

A team of Australian cricketers were persons of interest among the passengers.

China Well Filled With Passengers. The Pacific Mail liner China now on the way down from San Francisco and expected to arrive off the port about eight o'clock tomorrow morning is well filled with cabin and steerage passengers according to a report. The China will berth at Alakea wharf.

The China is listed for dispatch for Japan and China ports at five or six o'clock tomorrow evening. The liner is bringing 19 cabin, 10 second class passengers for this port, while those traveling through to the Orient number 105 cabin and 116 Asiatic steerage.

The China has a rather small cargo for discharge here. A later mail according to 117 sacks is to arrive on this vessel.

The China will berth at Alakea wharf.

Promised Sailing for the South Seas. The last of 1100 tons phosphate rock from Makatea is being discharged from the Norwegian tramp freighter Promise and that vessel is expected to get away for the South Seas this evening. The Promise is scheduled to return to Makatea, there to take on another shipment of phosphates for Honolulu fertilizer companies. The vessel has been chartered for at least one round trip.

Can't Read From The Wireless. Kahuku wireless station was in touch with the Pacific Mail liner China last night, which vessel is enroute from San Francisco and is reported

VESSLS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Thursday, Nov. 7.
SAN FRANCISCO — Sailed, Nov. 7, 2 p. m. S. S. Hilonian, for Puget Sound.
Arrived, Nov. 7, 2 a. m. S. S. Ventura, hence Nov. 1.
Arrived, Nov. 7, S. S. Virginian, from Hilo, Oct. 21.

Aerograms.
S. S. CHINA — Will arrive from San Francisco about 8 a. m. Friday and proceed to Yokohama about 5 p. m. S. S. HYADES—Will arrive from Seattle about 8 p. m. Friday.

WEATHER TODAY

Nov. 7, 1912.
Temperature—6 a. m., 70; 8 a. m., 77; 10 a. m., 77; 12 noon, 80. Minimum last night, 69.
Wind—6 a. m., velocity 4, N.; 8 a. m., velocity 6, E.; 10 a. m., velocity 14, N. E.; 12 noon, velocity 7, N. E. Movement past 24 hours, 162 miles.
Barometer at 8 a. m., 30.04. Relative humidity, 8 a. m., 67. Dew-point at 8 a. m., 65. Absolute humidity, 8 a. m., 6.674. Rainfall, 0.

HARBOR NOTES

The Interisland steamer Klauwa was sent to Pearl Harbor yesterday where she will unload the six hundred tons sand brought down from the coast.

Material for Pearl Harbor drydock and station construction is on board the barkentine Mary Winkelman that is reported to have sailed from Milwaukee on Tuesday.

Structural steel for Hawaii and Maui railways was included in the monster cargo brought to the islands in the American-Hawaiian freighter Mexican from the mainland.

The American-Hawaiian freighter Mexican will be dispatched for San Francisco by the way of island port on Sunday evening according to the present expectations of the agents.

A dredge has begun at work in deepening the Waikiki end of the harbor. A dredge has begun at work in deepening the Waikiki end of the harbor. A dredge has begun at work in deepening the Waikiki end of the harbor.

Sailing from San Francisco on November 6th, the United States Army transport Sheridan should arrive from San Francisco on or about next Tuesday. The troopship is enroute to the Philippines by the way of the island of Guam.

From present indications, about fifty thousand cases of preserved pineapples will be forwarded to the mainland in the American-Hawaiian freighter Mexican now at the port discharging cargo from San Francisco and Sound ports.

ARRIVED

Wednesday, November 6.
Victoria and Vancouver—Marama, C.A.S. S. S. p. m.

Thursday, November 7.
Hawaii ports—Helene, strmr, a. m.

DEPARTED

Wednesday, November 6.
Sydney, via Suva and Auckland—Marama, C.A.S. S. S., 10 p. m.

PASSENGERS DEPARTED.

Per Am. bark Andreo Welch for San Francisco—Ed. S. Parker, Mrs. M. A. Knight, and Mrs. Wolf.

WILL REPAIR CHANNEL PIER

The old Channel wharf is to be repaired for the use of Lewers & Cooke, who have lost the use of the pier on the Waikiki side of the Bishop street slip, where the Inter-Island new floating drydock is to be installed. The board of harbor commissioners, at its meeting yesterday afternoon decided to repair the Channel wharf, acting on an agreement with the lumber firm whereby the latter is to supply timber and the Territory the labor, so that the expense of the improvement to the government will not exceed \$750.

The board declined to consider the plea of Walter Buck, San Francisco representative of the Associated Oil Company, who asked that that concern be given sole use of the fuel oil pipe line. He argued that the fuel supplied by his company was of a different grade from the oils furnished by the other companies, and that the pipe line could not be used in common by them because the oils would not mix. The board some time ago definitely decided that the line should be open to use by any and all oil companies, the only stipulation being that they must be able to send oil through it at a rate of 1,000 gallons per hour, and Buck's request was tabled indefinitely.

FRENCH WRITERS' PAY. According to a writer in "La Revue" of Paris, the rank and file of novelists in France draw on an average \$100 for each book, and many of them are thankful to get half that amount. On the other hand, those at the top of the tree earn large incomes and some of them undertake more commission than they can fulfill. Recourse is then had to literary "ghosts" of whom there are plenty in Paris, willing to furnish a passable imitation of any writer's work.

PACIFIC MAIL CO. LIKES PLAN FOR REVIVING EARLY HISTORY

Will Help Boom Scheme for the Floral Parade Next February

In addition to Walter G. Smith's lectures, the Pacific Mail Steamship company is going to help boost Hawaii and the Carnival by distributing posters and literature among its agents. This will include the larger cities of the Northwest.

In a letter received by secretary Wood, of the promotion committee, A. G. Kerrell, general passenger agent for the steamship company writes as follows:

"I yesterday received a call from your president, Zeno K. Myers, and had quite a conversation with him concerning your next February Carnival. I understand from Mr. Myers that this year it is to take on a different form, and that you are contemplating the portrayal of some of the early history of the Islands; for

instance, the landing of Kamehameha, and subsequent doings of that illustrious gentleman.

"I think that this is an excellent idea, and without any criticism of your previous February Carnivals, one which will appeal much more strongly to the tourists, and certainly to the interests of all the residents of the Islands. It seems to me that the old customs and life, which are fast being forgotten and dying out, should be brought up every so often in order to keep the charms of the Islands as much alive as possible.

"In looking over our proposed schedule for 1913, I find that we have the 'Mongolia' listed for February 15, which would bring her to Honolulu at the right time. We will do all we can to get a large crowd.

I have recently received from Walter Scott a supply of your banners and posters, cards, which we will take pleasure in distributing among our agents. Permit me to congratulate you on the attractive appearance of this advertisement."

ARMY AND NAVY

By C. S. ALBERT

[Special Star-Bulletin Correspondence]

WASHINGTON, D. C., Oct. 25.—Lying at the navy yard here is the new revenue cutter Miami, which, with her sister ship, the Unaga, is the latest addition to the new navy of the Treasury Department, which now consists of about thirty-five fine vessels for cruising service, the larger portion of which are new. As the revenue cutters are designed for service in war as well as in peace, the new cutter is here to receive her armament of six-pounder rapid-fire guns, built for her by the mechanics at the Washington naval ordnance foundry.

She probably will be sent to port here until the early part of the next week, and will go from here to Newport News, for some minor changes in her coal-bunker arrangement before going to Key West, her station.

The cruising territory of the Miami lies within the tropical hurricane belt, and as she will often be called upon to go to the assistance of vessels in trouble in these great storms, and will have to brave the violence of the gales while on these life and property saving expeditions, she has been built strongly in order to withstand pounding of heavy seas.

Within the past year many of the revenue cutter service ships on the Atlantic coast stations have visited the navy yard here to be fitted with new and modern guns in place of the somewhat antiquated armament with which they are equipped. Those ships that have not come here to be rearmament will do so shortly. It is the policy of the Treasury Department to have all its vessels in the best of trim for service. The placing of new armament on them is in keeping with this policy. The ships on the Pacific are being fitted with new guns at Mare Island, Cal.

Encouraging reports received during the last few months by the bureau of insular affairs as to the growth of prosperity in the Philippines have been confirmed by the annual reports of the collectors of internal revenue and of customs.

The total amount of internal revenue collected in the year ended June 30, 1912, was \$10,552,084.15, as compared with a total collection during the fiscal year 1911 of \$9,603,065.60, an increase of \$939,018.55, equal to 9.6 per cent, of which the sum of \$460,851.50 is due to receipts from new sources, and the sum of \$478,167 is due to increases in the output from manufactories of taxable articles and to a general improvement in business conditions throughout the islands.

The total cost of collection was 3.96 per cent, there having been a constant decrease of this administrative expense since 1908, when it was 4.9 per cent; a decrease due in the past to the increased amount handled by the various suboffices.

The increase in the number of cigars manufactured from less than 100,000,000 in 1906 to 284,000,000 in 1912 is due in part to the increased consumption in the islands, and in part to shipments to the home markets. Prior to 1909, when Philippine cigars were first admitted into our ports free of duty, an average of less than half a million cigars a year were shipped here. When the duty was removed, the demand on the part of the importers exceeded their plans for distribution and the shipment for the year 1910 reached over eighty-seven millions. But as Manila cigars are practically new to the trade and their distribution had not been well planned, there followed a reaction and imports fell off to some twenty-seven millions the next year.

In the meantime, however, Philippine cigars were finding favor as smokers came to know them and in 1912 the shipments to the United States reached upward of 70,000,000.

The increase in the amount of the percentage tax paid by merchants and manufacturers indicated an increase of nearly \$20,000,000 in the internal trade of the islands exclusive of liquor and tobacco.

The Philippine collector of customs reports an increase of \$625,676.94 in the amount of import duties, largely due to the larger amount of rice imported owing to the short crop produced in the islands. The total customs revenue according to the insular treasury was \$8,908,123.64. In addition the amount of \$239,723.39 was

collected at Jolo and Zamboanga and paid into the treasury of those provinces.

The Atlantic reserve fleet probably will participate in target practice next spring. In the orders organizing that fleet it was provided that the vessels composing it should conduct target practice as nearly as possible under the service conditions as was done by the regular battleship fleet. To do that it will be necessary to increase materially the personnel of the reserve ships and active recruiting will soon begin.

The ships of the Atlantic fleet now at the navy yards will begin their elementary target practice about the last of November. Shortly after that the divisional long-range firing will be started. Invitations have been extended to officers of the army and the organized militia to visit the fleet and witness the target practice.

Gen. Bixby, chief engineer, has gone to San Francisco to inspect fortifications and river and harbor works on the Pacific coast.

First Lieut. Arthur P. Crist, U. S. M. C., has been placed on the retired list with the rank of captain, on account of disability incurred in the line of duty. Capt. Crist is a resident of the District of Columbia. He was appointed second lieutenant in the Marine Corps in January, 1904, and was promoted to first lieutenant in March, 1905. Since June, 1909, he has been on duty in the office of the judge advocate general of the navy at the Navy Department.

Second Lieut. Clifford A. Gardner of the Philippine Scouts, recently promoted from sergeant of Company A Engineer Battalion, at Washington barracks, has been presented with a handsome sword by the non-commissioned officers of the battalion. He is a native of Vernon, N. Y., and has served three years in the ranks. He is now on his way to the Philippines.

TEDDY HOPES

(Continued from Page 1)

the basis for computing strength hereafter.

Organization Goes On.

With all the energy and tirelessness for which he is celebrated the colonel has now taken up the work of steady organization and the education of the plain people to a realization of the fact that no other man can afford them protection from the trusts and the "malefactors of great wealth" but himself. He will create a machine for political purposes in every state and county. He will continue his propaganda of enlightenment.

It goes without saying that George W. Perkins, Frank A. Munsey, Dan R. Hanna and other men of enormous fortunes will furnish all the funds required to carry out the plans formulated by Col. Roosevelt. He will have abundance of cash at his disposal.

Task Not Thought Hard.

The task undertaken by Col. Roosevelt is much less arduous than might be supposed. He was but 21 years short of receiving the Republican nomination at Chicago instead of President Taft. A change of 11 votes would have rendered him victor. With four years of preparation and education it is easily seen that the colonel may pull down the plum without losing a great deal of sleep.

MISS BULKELEY WEDDED TO MR. HYDE-SMITH

The culmination of a romance which started on board a liner bound for Honolulu occurred yesterday at Washington, D. C., when Miss Gracie Virginia Bulkeley, daughter of Mrs. William A. Gill, wife of the commander of the U. S. S. Colorado, became the wife of Mr. Bayard Hyde-Smith, brother of Mrs. Harold Dillingham, of Honolulu.

The engagement was announced in Honolulu. Mr. and Mrs. Hyde-Smith having met when journeying to the east. The wedding was a society event at the National Capital, and took place at the residence of the bride's grandmother, Mrs. Bulkeley, at the Portland. The couple will spend their honeymoon abroad.

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NEW BUILDING FOR U. S. DEPARTMENT PLANNED AT CAPITAL

WASHINGTON, Oct. 15.—In view

of the fact that several years will elapse before the government will have built the proposed new departmental buildings on the river end of the mall, arrangements are being made to have private capital interest itself in a new building for the department of commerce and labor, whose various bureaus are now widely scattered over the city. It is understood that in a short time Secretary Nagel will accept one of several propositions that have been offered by local capitalists, and that within a year there will be completed, in the downtown section of the city, a building large enough to house the entire department. The lease will be made for five years, at the end of which period it is likely that the new marble building for the department will have been constructed.

The governmental plans call for five departmental buildings on the five squares of ground between Fourteenth, Fifteenth and B streets and Pennsylvania avenue. These squares were purchased by order of Congress more than a year ago, and plans have

been drawn and accepted for the new buildings which are to occupy them, but the desire of the recent session to hold expenditures down to as low a point as possible interfered with the making of an appropriation for the beginning of construction.

The government plans to provide permanent homes for the department of state, the department of justice and the department of commerce and labor, and they will harmonize with made several years ago by the fine arts commission.

SAN FRANCISCO, Oct. 1.—Immigration Commissioner Beckus and Assistant Commissioner Etsall of this city asserted here that they had found the explanation of the recent migration of hundreds of Chinese to Mexico via United States ports. Two hundred Chinese coolies, bound for Hawaii, were aboard the liner Kama, which arrived here several days ago. In investigating the question of the legality of their passing through this port, the commissioners were informed that word had been spread in China that Mexico was about to be annexed to the United States and that the way to enter the latter country was to get into Mexico and be absorbed more than a year ago, and plans have

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